The Hongkong Telegraph.

No. 2271. FRIDAY, JUNE 28, 1889. SIX DOLLARS PER QUARTER

Banks.

RULES OF THE HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.

2.—SUMS LESS THAN $1, or MORE THAN $250 at one time will not be received. No Depositor may deposit more than $2,500 in any one year.

3.—DEPOSITORS in the SAVINGS BANK, having $100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—INTEREST at the rate of 3½ % per annum will be allowed to Depositors on their daily balances.

5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January, and beginning of July.

6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.

7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,

G. E. NOBLE,
Chief Manager.

Hongkong, 1st January, 1889. [9

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $7,500,000.
RESERVE FUND 4,300,000.
RESERVE LIABILITY OF PROPRIETORS 7,500,000.

COURT OF DIRECTORS:—
CHAIRMAN—W. H. FORBES, Esq.
DEPUTY CHAIRMAN—H. L. DALRYMPLE, Esq.

W. G. BRODIE, Esq.	S.C. MICHAELSEN, Esq.
T. E. DAVIES, Esq.	J. S. MOSES, Esq.
J. F. HOLLIDAY, Esq.	L. POESNICKER, Esq.
Hon. J. J. KESWICK.	N. A. SIEBS, Esq.
Hon. B. LAYTON.	E. A. SOLOMON, Esq.

CHIEF MANAGER.
HONGKONG—G. E. NOBLE, Esq.
MANAGER.
SHANGHAI—JOHN WALTER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

G. E. NOBLE,
Chief Manager.

Hongkong, 20th May, 1889. [8

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL £2,000,000.
PAID-UP CAPITAL 580,000.

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum.
" 6 " 4 " "
" 3 " 3 " "
ON CURRENT DEPOSIT ACCOUNTS 2 per Cent. per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

H. A. HERBERT,
Manager.
HONGKONG BRANCH.

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NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, 25th August, 1888. [49

Intimations.

KELLY & WALSH, LD.

IMPORTERS OF TOBACCOS, CIGARS AND CIGARETTES.

FRESH TOBACCOS.
Richmond Gem Curly Cut.
" Mixture.
Old Rip.
Wills' Three Castles.
Wills' Bristol Bird's Eye.
Cope's Golden Cloud.
Yarborough's Golden Rain.
Happy Thought.
Dollar Brand.
Golden Eagle.
Star Mixture.

FRESH CIGARETTES.
Sweet Caporals.
Kinney's Straight Cuts.
Little Beauties.
Richmond Straight Cut.
Virginia Brights.
Duke's Cameo.
Kinney's Special Favours.
" " Straight Cut.
Cleopatra Egyptian Flowers.
Sweet Caporals Selected.
Kinney's Half Caporals.

SWEET CAPORALS.

MANILA CIGARS.
Regalia Britannica—Media Regalia—Flor de Prensados.
Cilindrados—Principes—Caprichos—Princesas.
Exquisitos—Non Plus ultra—Reina Victoria.
Regios—Regalia Imperial—Regalia Oriental.

A large assortment of Meerschaum, Briar Root and Asbestos Pipes, Meerschaum and Amber Cigar and Cigarette Tubes, Russia, Morocco and Calf Cigar and Cigarette Cases, and every description of Smoker's Requisites.

Hongkong, 21st May. 1889 [7

LANE, CRAWFORD & CO.

HAVE FOR SALE THE FOLLOWING SEASONABLE GOODS.

FARINA'S EAU DE COLOGNE.
ATKINSON'S and PIESSE and LUBIN'S PERFUMES.
PEAR'S, ATKINSON'S and CLEAVER'S TOILET SOAPS.
CALVERTS' PRICKLY HEAT and CARBOLIC SOAPS.
TOILET VINEGARS, LAVENDER WATER, EAU DE QUININE HAIR WASH.
DOG SOAP, HOUSEHOLD CARBOLIC SOAP, CARBOLIC ACID.
CARBOLIC TOILET PAPER, 'CRESOL' for washing dogs.
LAU TI KEE HAIR WASH.
BATH SPONGES, BATH TOWELS, BATH BLANKETS.
LADIES BATHING COSTUMES,
MEN'S BATHING DRESSES and DRAWERS.
SWIMMING COLLARS, SWIMMING BELTS.

LANE, CRAWFORD & Co.

Hongkong, 27th June, 1889. [28

A. HAHN,

PIANO TUNER AND REPAIRER.

ON HIRE PIANOS FOR SALE

Address: c/o HONGKONG HOTEL or No. 25, CAINE ROAD.

Hongkong, 24th December, 1888. [37

W. BREWER.

HAS JUST RECEIVED.

A SPLENDID Assortment of Tennis Bats all weights.
The Demon.
The Tennyson.
The Alliance.
The Champions.
Best Melton Covered Match.
Tennis Balls, $4 per dozen.

Uncovered Balls, $2.50 per dozen.
The New Star Tennis Press, 4 Screws.
A fine Piano by Broadwood, black and inlaid, with guarantee from Makers.
Tennis Shoes of every size and description for Ladies, Gentlemen and Youths; very cheap.

W. BREWER,
CHEAP PRINTING OFFICE,
Opposite HONGKONG HOTEL.

Hongkong, 25th June, 1889 [105

THE

HALL & HOLTZ C. CO., LIMITED.

ARE NOW SHOWING IN THEIR

GENTLEMEN'S OUTFITTING DEPARTMENT.

CREPE FLANNEL SHIRTS.
BALBRIGGAN HALF-HOSE.
LISLE THREAD HALF-HOSE.
SUMMER MERINO HALF-HOSE.
TAN RUSSIA LEATHER SHOES, GLOVE KID BOOTS and SHOES, BATHING DRAWERS, BATH GOWNS, and BATH BLANKETS.

JUST TO HAND.

A FRESH SUPPLY OF THEIR CELEBRATED
"EMPIRE ALES AND STOUT,"
In Casks and Bottled. Special Summer Brew.

"ROYAL BLEND WHISKEY."
"SPECIALLY SELECTED WHISKEY."
"JAUNAY'S CHAMPAGNES," &c., &c.

The HALL & HOLTZ Co-operative Company Ltd.

Hongkong, 18th June, 1889. [26

ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, AND GENTLEMEN'S OUTFITTERS.

CLEARANCE SALE.

BEGINNING ON

MONDAY,

THE 10th INSTANT.

(o)

OF all GOODS liable to deterioration from dampness arising from the recent flooding.
25 % TO 50 % REDUCTION FOR CASH ONLY.
200 Pairs of English and French BOOTS and SHOES of all kinds, formerly sold at from $5.00 to $7.50, now for $2.50 to $4.50.

GENT'S UNDER-VESTS,
SOX, SHIRTS, COLLARS,
CUFFS, SCARFS, TIES,
HATS, TRAVELLING RUGS,
GLADSTONE BAGS,
&c., &c., &c.

NOTE.
These Goods have not been damaged by water.
QUEEN'S ROAD (Opposite HONGKONG HOTEL)

Hongkong, 7th June, 1889 [88

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship
"JAPAN"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 3rd July, will be subject to rent. No Fire Insurance has been effected.

Consignees are hereby informed, that all claims must be made immediately, as none will be entertained after the 30th instant.

Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 27th June, 1889 [895

NOTICE TO CONSIGNEES.

STEAMSHIP "GHAZEE,"
FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 4 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 1st prox., will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 1st prox., or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.

Hongkong, 24th June, 1889 [762

Shipping.

STEAMERS.

"SHIRE" LINE OF STEAMERS.

FOR LONDON, VIA MANILA.

THE Steamship
"PEMBROKESHIRE,"
Captain Williams, will be despatched for the above Ports, TO-DAY, the 28th instant.

This Steamer has superior Passenger Accommodation.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 28th June, 1889. [493

CHINA NAVIGATION COMPANY, LIMITED.

FOR MELBOURNE AND SYDNEY.

THE Company's Steamship
"CHINGTU,"
Hunt, Commander, will be despatched as above TO-MORROW, the 29th June, at 4 P.M.

The attention of Passengers is directed to the superior Accommodation offered by this Steamer. First Class Saloon and Cabins are situated forward of the engines. Second Class Passengers are Berthed in the Poop. A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 25th June, 1889. [796

FOR SHANGHAI.

THE Steamship
"PEKING,"
Captain G. Heuermann, will be despatched for the above Port, TO-MORROW, the 29th inst., at 4 P.M.

For Freight or Passage, apply to
SIEMSSEN & Co.

Hongkong, 26th June, 1889. [801

STEAM TO STRAITS AND BOMBAY, Calling at COLOMBO if sufficient inducement offers.

THE P. & O. S. N. Co.'s Steamship
"KASHGAR"
will leave for the above places, on MONDAY, the 1st July, at NOON.

E. L. WOODIN,
Superintendent.

Hongkong, 25th June, 1889. [795

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.
(PASSING THROUGH THE INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship
"ANCONA"
will leave for the above places on or about TUESDAY, the 2nd July, at NOON.

E. L. WOODIN,
Superintendent.

Hongkong, 20th June, 1889 [3

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"JAPAN,"
Captain T. S. Gardner, will be despatched for the above Ports, on TUESDAY, the 2nd July, at NOON.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 27th June, 1889 [804

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATTINO UNITED COMPANIES).

STEAM FOR
SINGAPORE, PENANG AND BOMBAY, having connexion with Company's Mail Steamers, to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES (LEGHORN), and GENOA; all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

THE Company's Steamship
"BORMIDA"
De Negri, Master, will be despatched as above on THURSDAY, the 4th July, at NOON.

At Bombay the Steamers are discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 26th June, 1889. [803

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR NEW ZEALAND PORTS.

THE Company's Steamship
"WHAMPOA"
will have quick despatch for the above Ports.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer, which is situated amidships upon the upper deck.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 12th June, 1889. [622

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 A. I. I. American Ship
"AGENOR,"
Frost, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
PUSTAU & Co.

Hongkong, 12th June, 1889. [725

FOR SAN FRANCISCO.

THE 3/3 L. I. I. American Ship
"TITAN,"
C H. Allyn, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 27th May, 1889. [649

FOR NEW YORK.

THE 3/3 L. I. I. American Ship
"SOUTHERN CROSS,"
Bailey, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 15th May, 1889. [602

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON WEDNESDAY, the 3rd day of July, 1889, at 4 P.M., the Company's Steamship "SACHSEN," Capt. V. Gaessel, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at GENOA.

Shipping Orders will be granted till 10 a.m., Cargo will be received on board until 4 p.m., Specie and Parcels until 10 a.m., on the 3rd of July, 1889. (Parcels are not to be sent on board; they must be left at the AGENCY'S Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 8th June, 1889. [4

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship
"CITY OF PEKING"
will be despatched for San Francisco, *viâ* Yokohama, on TUESDAY, the 9th July, at ONE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, *viâ* Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco $200.00
To San Francisco and return, available for 6 months 350.00
To Liverpool 325.00
To London 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, 22nd June, 1889. [4

Mails.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "COROMANDEL," Captain I. Reeves, with Her Majesty's Mails, will be despatched from this for LONDON, VIA BOMBAY and SUEZ CANAL, on SATURDAY, the 29th June, at NOON.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed *viâ* Bombay without transhipment, arriving one week later than by the ordinary direct route *viâ* Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, 17th June, 1889. [5

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship
"BELGIC"
will be despatched for San Francisco, *viâ* Amoy, Kobe and Yokohama, on SUNDAY, the 30th June, at DAYLIGHT.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco $200.00
To San Francisco and return, available for 6 months 350.00
To Liverpool 325.00
To London 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent

Hongkong, 27th June, 1889. [2

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship
"BATAVIA"
2,553 Tons Register, Williamson, Commander, will be despatched for VANCOUVER, B.C., *viâ* KOBE & YOKOHAMA, on THURSDAY, the 4th July, at NOON.

To be followed by the S. S. "PORT AUGUSTA" on the 18th July and S. S. "PARTHIA" on the 1st August.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver and Victoria...(*Mex.*) $185.00
To all Common Points in Canada and the United States 230.00
To Liverpool 300.00
To London 305.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 3rd July.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 20th June, 1889. [33

Intimations.

BRIGHT ! CRISP ! SPARKLING.

DAKIN'S TREBLE AERATED WATERS
Equal to the best English make.
SODA WATER.
LEMONADE.
GINGER ALE.
QUININE TONIC.
SARSAPARILLA.
PHOSPHOZONE.
POTASH.
LITHIA.
SELTZER.
CHALYBEATE TONIC.

Books of order forms forwarded free on application.

DAKIN BROS. OF CHINA, LIMITED,
QUEEN'S ROAD CENTRAL,
Opposite Hongkong Hotel,
HONGKONG.

(Telephone No. 60.)
Hongkong, 24th June, 1889. [13

A. S. WATSON & CO., LD.

ESTABLISHED A.D. 1841.

IN drawing attention to our special preparations, we beg to state that we continue to import Drugs, Chemicals, and Goods of every kind of the best description only. No other quality is kept in Stock. Our long experience and intimate acquaintance with the Trade and the best sources of supply enable us to purchase direct from the Producers on the very best terms, and thus gives us an advantage which enables us to offer our Constituents the benefit of a considerable reduction in the price of all Specialities of our own Manufacture or putting up, as compared with similar articles sold elsewhere.

WATSON'S IODISED SARSAPARILLA
PREPARED FROM THE FINEST
RED JAMAICA SARSAPARILLA,
(*Evaporated "In Vacuo,"*)
and containing in each drachm one grain of Iodide of Potassium.

These medicines combined have long ranked as the most certain alteratives known, being indicated in all diseases of the skin, and in affections arising from poverty or impurity of the Blood.

Price—8-oz. Bottles 1 50 each, 15.00 per dozen
" 16-oz. " 2.50 " 24.00 " "

WATSON'S
FLUID EXTRACT
OF
TARAXACUM AND PODOPHYLLUM.

This preparation will be found a satisfactory and reliable remedy in all cases of sick-headache and billiousness when the bowels and liver are sluggish from climatic or other causes.

In Bottles $1 and $1.50 each.

WATSON'S
TASTELESS ELIXIR
OF
CASCARA SAGRADA,

acts as a "Tonic Laxative" and establishes regularity in chronic Constipation.

In Bottles $1 and $1.50 each.

WATSON'S
VIN DE QUINQUINA.

This Wine possesses the tonic and anti-febrifuge proprieties of the well-known Cinchona Quinquina or Jesuit's Bark, combined with the strengthening qualities of the finest Port Wine.

Prepared from the finest selected Bark and a blend of our well-known "Invalid Port," it is an invaluable summer tonic and appetizer, especially adapted for use of Convalescents from Malarial Fevers, and other climatic diseases.

In Bottles $1.50 each.

WATSON'S
QUININE AND IRON
TONIC.

This Tonic is strongly recommended in all diseases characterized by Anæmia, Weakness, and for promoting and restoring a healthy appetite and imparting strength and vigour to the system.

In Bottles $1 and $1.50 each.

WATSON'S
AROMATIC QUININE WINE.

An agreeable preparation of the Sulphate of Quinine in combination with Aromatics. Eminently useful as a Tonic in cases of Debility, resulting from Fever, enervating effects of climate, &c.

Price $1 per Bottle.

A. S. WATSON & Co., LIMITED.
THE HONGKONG DISPENSARY,
Hongkong, China and Manila. [5

BIRTH.

At Kiukiang, on the 20th instant, the wife of F. DU JARDIN, of a daughter.

The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 28, 1889.

TELEGRAMS.

TROUBLE IN THE BALKANS.

LONDON, June 26th.

Disturbances have broken out in Novibazar and Turkish troops have been pushed forward to restore order.

FRANCE AND EGYPT.

The French Government has refused to accede to the proposed conversion of the Egyptian preference shares unless the terms of the British evacuation of the country can be arranged.

LOCAL AND GENERAL.

A SMART shock of earthquake was experienced at Yokohama at 2.30 p.m. on the 16th instant.

TWO more women were fined $100 each to-day for keeping unregistered shrines of Paphos.

LATEST advices from the North state that H.M.S. *Satellite* was at Kiukiang and the *Merlin* at Chinkiang.

THE long-delayed Victoria College is to be opened next week. We shall give a detailed account of the building before the event.

ACCORDING to the late lamented Mr. Bumble the law is a *kass*. After carefully reading the evidence and judgment in the case of *Wotton and Deacon v. Pitman* we are disposed to believe that Humble was not very far wrong. As there is to be an appeal in this case we withhold any further remarks for the present.

MR. C. D. Harman, agent of the O. & O. S. S. Co., informs us that the steamer *Arabic*, with mails, &c., from San Francisco to the 11th inst., has arrived at Yokohama, and will leave for this port to-morrow.

THE China Merchants' steamer *Fushun*, which arrived here yesterday from Shanghai, had on board the remains of Chên Pak-nam, formerly a director of the China Merchants' S. N. Co. Chên was a Canton man and his body will be interred there.

THE *Japan Mail*, referring to the fact that on June 4th odds of 13 to 8 were laid on Donovan for the Derby, remarks that no Derby horse ever started such a hot favorite, as the crack son of Galopin and Mowerind. Our contemporary's memory has led him astray. He forgets that MacGregor's starting price was 9 to 4 *on* in Kingcraft's year (1870).

THE Praya seems to be a happy hunting-ground for garotters. Last night about nine o'clock a Chinese broker was walking along there, meditating on the uncertainty of humanity, when three men attacked him, knocked him down, and stole $6 from his purse. Then they ran away, two being caught immediately afterwards. These were taken before Mr. Pollock to-day, and remanded.

THE *Hu Pao* says that it will be remembered that the Russians desired to be allowed to settle on the Corean island Luh Tao, and form a coal depôt and man-of-war station there, but the King of Corea refused permission. A letter from Fusan says that a Russian man-of-war has proceeded thither, and that the Russian Admiral has given orders that no person is to land on the Island without a special authority from him.

THE reason the men-of-war in harbour are "dressed" to-day, and fired salutes, is that it is Coronation Day. We said it was the other day, but that was Accession Day. You see we get so mixed among all these royal anniversaries we make mistakes sometimes. However, to make up, we will inform our readers in anticipation that the 3rd proximo, at 3.27 p.m., is memorable as the day when the old party cut her first—or was it the second ?—tooth, seventy years ago.

LAM HIN TING, ex-lukong, ex-interpreter, ex-emigrant, and now compradore to the Taikoo Sugar Refinery, is an unpleasant sort of neighbour. He has a way of getting himself violently disliked by the coolies, and, when they try to "take it out" of him, he pulls a revolver out of his blouse in his free and easy Frisco way and blazes away over their heads. It is not a very long time since a police launch, with a Gatling gun on board, had to be anchored for over a week down at Quarry Bay through his goings on, and he has also been in Court for firing his little gun recklessly. He was up again on the same charge yesterday. Mr. Bowles defended, and Mr. Dennys represented two coolies, who were alleged to have tried to whale the said compradore. After a lengthy hearing Mr. Pollock fined Lam Hin Ting a dollar, bound one of the coolies over to keep the peace, and fined the other $1.50.

A CORRESPONDENT writes :—A Chinaman who recently arrived here from Swatow tells the following snake story : Two men who did not know each other were walking along a path through a forest in single file when the hindmost one saw a snake, that was hanging from the branch of a tree, bite the other man on the ear. The man who was bitten did not see the snake, but feeling something, gave it a slight brush with his hand and passed on. Shortly afterwards, however, he felt a slight pain in his ear, and stopped to investigate, when he found that organ swollen to several times its usual size. The other man then came along, and without a word of warning cut off the swollen ear. The victim flew into a terrible rage, but was quickly pacified on discovering that the stranger had saved his life. The operator, who was a fisherman, carried an empty fish-basket on his shoulder, into which he put the ear, and on returning home he found to his astonishment that it had swollen to such an extent that he was unable to get it out of the basket.

THE BILL OF COSTS CASE.

JUDGMENT.

Mr. Justice Wise delivered judgment in the Summary Court this morning in the case of Wotton and Deacon *v.* Pitman. He said :—This is a claim by a firm of solicitors for payment of a certain bill of costs. The defendant, I understand, has three objections to the claim—he first relies on the tenth section of the Summary Jurisdiction Act, secondly on the arrangement between himself and one of the plaintiffs on behalf of the firm, whereby, in consideration of the business he introduced to the firm, he was not to be charged for his own business, and, thirdly he objects to some of the bills on the ground that they are not chargeable to him. I will take the first objection. His story is that somewhere near 1884 he agreed with Mr. Wotton that the firm should charge him nothing for work done, in consideration of his introducing business. Supposing such an agreement had existed it seems to me most extraordinary that, although he admits receiving numerous letters asking him to settle the account, he should never have mentioned the arrangement to anyone until the day before he comes into Court. Indeed it is so extraordinary that I have no hesitation in holding that the existence of such an agreement has not been proved to my satisfaction. With regard to the individual bills which he objects to, I will take them in order. He objects to that for $44 for drawing up the covenant in connection with the sale of the *Zephyr*, alleging that it should have been paid by the other side, but Mr. Arnold proved that it was one of the conditions of sale, and therefore ought to have been paid by him. With reference to the bills of sale on the Hongkong and Canton Ironworks, all he brought against them, as far as I could see, was that he had paid the plaintiffs a large amount of money, but that does not seem to me any argument at all against the payment of any further bills. He also objects, too, under the Statute of Limitations, to the charge for drawing up the articles of association and memorandum for the Brick and Tile Works. From the evidence before me I am of opinion that he gave instructions for them to be drawn up, and with respect to the other objection, under the Statute of Limitations, the section lays down that "all suits not exceeding a thousand dollars shall be commenced within three years next after the cause of action has been proved unless there has been some payment or promise to pay." The plaintiffs allege that the defendant did make several verbal promises to pay, but the defendant denies any such promise. However, on the evidence before me, I am inclined to believe that there was a verbal promise to pay made on several occasions within the three years previous to the commencement of the suit, and the only question is whether a verbal acknowledgment is sufficient to take the case out of the section. I find that the point has been disposed of in the affirmative in this Court, and I am not disposed to disturb it. It seems to me that whoever framed the section had in his mind the statute at home, which renders it necessary that the acknowledgment should be in writing. Therefore I hold that there was a verbal and unconditional acknowledgment and promise to pay, sufficient to take the case out of the section, and I hold that no agreement has been proved, and that the charges are proper. Therefore I give judgment for the plaintiffs.

Mr. Deacon :—With costs ?

His lordship :—Yes.

Mr. Pitman thereupon gave notice of appeal. He said that in his defence he pleaded the Statute of Limitations because if the accounts had been rendered at the proper time he would have had redress against the parties, whereas now they were distributed all over the world.

His lordship, to Mr. Deacon:—I suppose you do not ask for immediate execution?

Mr. Deacon:—No, but it may be advisable to name ten days, or a fortnight.

His lordship therefore stayed execution for a fortnight.

Mr. Pitman:—With regards to the costs, I thought where a solicitor appeared in person they were not allowed.

His lordship :—I don't see that.

A COUNTER CLAIM.

Mr. Deacon :—I have another application to make to your Lordship. I mentioned the other day—

Mr. Webber :—In this case I am instructed by the plaintiff, and as the writ was issued by him I propose to amend it.

His lordship :—Do you withdraw it ?

Mr. Webber :—No, I propose to amend it by leave of the Court to-day, and will serve a copy of the amended writ as soon as possible.

Mr. Deacon said he did not object if costs were allowed.

Mr. Webber said the costs would be costs of the cause.

His lordship said he would settle that question later, and gave leave to amend, fixing the hearing for Friday next.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in their columns.]

THE "BLUE-NOSE" BARQUE "CONSTANCE."

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—With reference to your report the other day of what took place at the Harbour Master's in connection with some little trouble on board the above named vessel, I would like to ask the worthy Magistrate, who evidently thinks a fine of five dollars is the equivalent of a broken nose, whether if he were in the place of the man so brutally treated his estimate of damages would be made on the same basis? I am neither a Harbour Master nor a Stipendiary Magistrate, but I value my sacred hide at a far higher rate, and I feel assured that his Worship's view would also have been a vastly different one had he been the victim instead of being only the judge.

No doubt, Sir, sailors on board ship give at times a vast amount of trouble at sea, but when they arrive in port they have invariably to pay the penalty. Now, when the officers are the culprits—and on the evidence "the Blue-nose barque *Constance*" was made a floating hell by her ruffianly officers—, they get off with a paltry fine. Had Reilly, the second mate who broke a man's nose with a belaying pin, been tried at the Magistracy, he would probably have been treated to three months' hard labour for his cowardly assault, and he would have richly deserved it. If you will allow me, I would like to point out to the Harbour Master that in his position of Marine Magistrate he owes equal justice to common sailors and to certificated officers.

Yours faithfully,
OMA.

Hongkong, 26th June, 1889.

THE LATE MR. D'EGVILLE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—In your obituary notice of the late Mr. L. H. D'Egville you say that he stuck to his duties on board the *Kiukiang* up to the day before his death, no serious consequences having been apprehended. This matter was generally discussed at the funeral on Tuesday night, which I was glad to see attended by a large number of poor D'Egville's old friends and acquaintances, and the opinion was universal that there was something wrong and that blame rested somewhere. I know for a fact that D'Egville was very sick for at least a fortnight before his death, and from the nature of his complaint—an unusually bad case of Bright's disease of the kidneys, according to reliable medical opinion—, the attendance to his duties on board ship must have caused him extreme pain and at the same time hastened his death. What people want to know is—Who was responsible for this man being kept at work on board the *Kiukiang* while in such a dangerous state of health ?

So far as public report goes no blame can attach to Captain Clarke, of the *Kiukiang* ; he is reported to have recognised that his chief officer was dangerously sick and to have called in the Company's medical attendant to decide the best course to adopt. The medical gentleman decided that there was nothing the matter to prevent D'Egville from keeping to work, and he kept there until death put an end to his sufferings.

Your paper, Sir, has always stood up for the rights of the oppressed and the distressed, and is recognised throughout the coast of China as "the sailors' friend." I have therefore no hesitation in asking you to publish this letter, and would be glad if you could express an opinion whether or not some sort of responsibility does not rest somewhere for the death of one of the best fellows that ever came out to the Far East.

Yours truly,
AN OLD SHIPMATE.

Hongkong, 26th June, 1889.

[In our opinion Mr. D'Egville's death must be at least indirectly attributed to either an error of judgment or inexcusable neglect on the part of the medical practitioner who decided that a man in his condition was fit to attend to his duties as chief officer of the *Kiukiang*. The disease, or rather the complication of diseases, from which he suffered must eventually have been attended with a fatal result, but had his illness been properly diagnosed and the man sent to Hospital a fortnight ago, he would probably have been alive to-day. We happen to know that for twelve hours previous to his death, Mr. D'Egville suffered the most excruciating agonies, and also that Captain Clarke personally attended on him in the most devoted manner. If the Directors of the Steamboat Company would pay a little more attention to the welfare of their officers, whose labours have contributed so materially to the success of the business, we think it would probably redound to their credit.—Editor, *Hongkong Telegraph*.]

THE STEAM LAUNCH COMPANY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—The Steam Launch Company, which created so much fuss only a few months ago, has lately become, so far as the community are concerned, a thing unknown. People who are interested in the concern as shareholders are talking about its (mis) management and general ongoings. I have been a shareholder from the commencement, and I am dissatisfied. As you, in the first place, spoke highly of the prospects of this Company, I don't think I am out of order in asking you to afford me space for a few observations.

I was induced in the first place to apply for shares on the strength of representations which I have since found out were thoroughly interested and deliberately false. Instead of supporting an institution that was, as per advertisement and your own comments, certain to prove a public boon, my money and that of many others was subscribed to bolster up what has turned out a discreditable imposition on the public. I need not dilate on the shameful dealings on the Hongkong Share Market in which this Company's shares were used like the *cash* in a game of *fantan*, these having already been forcibly handled in your journal, but at the proper time and place the Directors ought to be asked to explain what was and is still a conundrum to students of local share business ; still, there are some matters which, if you will allow me, I would like to bring before the public.

The original Directors, who appointed themselves I believe, were Messrs J. J. Francis, Q.C., H. J. Holmes, A. Woolley, and D. McCulloch. On the strength of a paragraph in the *Hongkong Telegraph* I am justified in stating that the Chairman (Mr. Francis) resigned in disgust when he found that the Company was being made the medium of a dishonest conspiracy. And from that time what has occurred ? The Company's launches have been running at a considerable loss, which no doubt was expected by many people, and I see that you do not even consider the shares worthy of any quotation ; you simply label them as "nominal." But what I want to draw attention to is even more important than all that.

In a leading article in the *Telegraph* some six months ago you detail the formation, management, plans, and prospects of the Steam Launch Company. In this article you say that contracts had been signed with Messrs. A. G. Gordon & Co. for the construction of a number of steam launches of which you give full particulars, such as dimensions, speed, etc., etc. This information could only have been supplied by the Directors or by Messrs. Gordon & Co., so that there is no reason to question its genuineness. But where are these new launches ? And unless rumour lies, *no contract between the Steam Launch Co. and Messrs. Gordon & Co. has yet been signed.* If this is true, and I have good reasons for believing that it is, then the relations between the Directors of the Company with their Secretary ought to be very strictly investigated. A more unbusiness-like proceeding than allowing vessels to be built without any contract being first signed would be difficult to imagine, and a more uncharitable person than myself would feel disposed to impute motives.

Another call of $10 per share was due on April 2nd. Has that call been fully responded to ? If not, how much has been paid, and who are the defaulters ? As the notorious "ring" or "corner" of these shares was generally believed to be the work of persons connected with the direction of affairs, it is important to know if the third call has been paid up, and if not, the persons who have not paid. Also, why the Directors have not enforced on persons who have not paid up their calls the provisions of Rule 8 of the Company's Articles of Association, which provides for the forfeiture of all shares on which calls and interest are not paid up.

I think, and I am not alone in thinking, that the Directors of this Company have a deal to answer for, and have also incurred responsibilities which they will find some difficulty in getting rid of.

Your's faithfully,
A HUMBUGGED SHAREHOLDER.

Hongkong, 26th June, 1889.

[It is quite true that we were misled by statements, made to us under official auspices, that were not strictly accurate; but when we discovered the deception that had been practised on us we did not hesitate to let the public know the truth. Therefore, although unwilling to shirk any proper responsibility incurred, we don't think that our correspondent's inferences so far as this journal is concerned are altogether justified. At the same time he has good ground for complaint against the Directors of the Steam Launch Co., if the half of what he alleges is anything near the mark. If no contract for the construction of the Company's steam launches has yet been signed, it is high time that both the Directors and Secretary were exercising their varied talents in some other direction—playing with their own money, and not with that of the easily gulled Hongkong public. However, we must remind "A Humbugged Shareholder", who is only one out of an immense multitude, that the most effective method of obtaining redress will be to attend the meeting of shareholders, to be held about July 15th, when he can openly impeach the Directors. As a strong advocate of this Company in its infancy, when we believed it had a prosperous and useful future before it, we are not altogether certain that a still further duty does not devolve on us to assist our correspondent and others in getting at the truth. We will think over it.—Ed., *Hongkong Telegraph*.]

CANTON.

(FROM OUR CORRESPONDENT.)

Canton, 27th June, 1889.

Supplementing my remarks of yesterday in re the visit of Admiral de la Jaille, the French Naval Commander-in-Chief, I omitted to mention that His Excellency the Viceroy promptly returned the gallant Admiral's visit on the following day at the French Consulate, Shameen, and was received with all honours by Admiral de la Jaille and the French Consul, Monsieur Imbault-Huart. It is a significant fact that Admiral de la Jaille is the first French Admiral, since the Franco-China trouble of five years ago, who has been received by the Viceroy, and it says much for Monsieur Imbault-Huart's tact and influence that the demonstrations of cordiality and friendship exhibited by His Excellency the Viceroy towards the gallant Admiral should have been so marked. The visit of the French Admiral to this "Sleepy Hollow" has altogether proved the most enjoyable event of the year, and it is to be hoped that our popular French Consul will be able to induce him to repeat his visit, when the exigencies of his command admit, in the autumn ; we are quite certain he will receive a hearty welcome from the entire community.

THE FREIGHT DISPUTE AT HANKOW.

The petition, answer and judgment in this case, which follow, tell the whole story, so that it is needless to give the evidence in detail.

The plaintiff's petition was as follows :—

IN HER BRITANNIC MAJESTY'S COURT AT HANKOW.

Between William Grant Gordon, trading under the style and firm of Gordon Brothers, plaintiffs,

and

Patrick McGregor Grant, trading with another or others, under the style and firm of Robert Anderson & Co., Hankow, defendants.

To C. F. R. Allen, Esq., H.B.M.'s Consul at Hankow.

The Petition of William Grant Gordon, the above-named plaintiff, shows as follows :—

1.—That the above-named defendants are Agents for a Company or Association called the China Shippers' Mutual Steam Navigation Company.—

2.—That on the 14th inst. a British steamvessel called the *Moyune*, belonging to the said Company, of which the said defendants are consignees and agents at Hankow, was placed on the berth at Hankow to load teas for London at four pounds per ton of 40 feet.

3.—That on the 14th instant, the said defendants issued a circular addressed to the merchants trading at Hankow in about the following terms :—

The China Shipper's Mutual Steam Navigation Co.'s steamer *Moyune* will load teas for London at £4 per ton.

For Freight, apply to
(Signed) ROBERT ANDERSON & Co.,
Agents.

4.—That the above-named plaintiffs on the 14th instant immediately on seeing the aforesaid circular did send to the said defendants a letter as follows :—

Hankow, 14th May, 1889.

Messrs. ROBERT ANDERSON & Co.,
Agents steamer *Moyune*.

DEAR SIRS,—We shall be glad to engage two hundred tons in above steamer, in accordance with your circular of to-day's date.

(Signed) GORDON BROS.

The receipt of which was acknowledged in the plaintiffs' chit-book, "Thanks, will reply,
R. A. & Co."

5.—That it is within the knowledge of the plaintiffs, and that they are prepared to prove that other parties, viz., Mr. Wm. White, Mr. Fred. Hague and others applied for space subsequent to the application of the plaintiffs as mentioned in par. 4.

6.—That on the 15th inst. the plaintiffs were informed by Messrs. Popoff Frères, Overbeck & Co., Wm. White, Fred. Hague and others that they had received replies to their applications, and that in every case tonnage had been apportioned to them.

7.—That up to 4 o'clock p m. on the 16th inst. the plaintiffs received no reply to their application of 14th whereupon plaintiffs addressed the defendants as follows:—

Hankow, 16th May, 1889.

Messrs. ROBERT ANDERSON & Co.,
Hankow, Agents Steamer *Moyune*.

DEAR SIRS,—We shall be glad to have a reply to our letter of 14th inst.

(Signed) GORDON BROTHERS.

In acknowledgment the defendants wrote in plaintiffs' chit book "Reply already sent, R. A. & Co." The reply in question arriving simultaneously with the plaintiffs' chit book and being to the following effect :—

16th May, 1887.

Messrs. GORDON BROTHER, Present.

DEAR SIRS,—In reply to yours of the 14th instant, we regret that at the moment we cannot allot you later should there be any to place at your disposal.

(Signed) R. ANDERSON & Co.,
Agents C.S.M.S.N. Co.

8.—On receipt of above the plaintiffs wrote to the defendants as follows :—

Hankow, 16th May, 1889.

Messrs. ROBERT ANDERSON & Co.,
Agents s.s. *Moyune*.

DEAR SIRS,—We have just received (4.30 p.m.) your letter of this date informing us that you are unable to allot us any space in the above steamer, replies to other applicants having been sent out by you yesterday. We shall be glad to know on what principle you as agents for a Company of public carriers have made your allotment of space in the *Moyune*, as we know for certain that our application reached you prior to that of others to which you have afforded tonnage. An explicit reply to the above will oblige us, as you may hear further as a subject, not of private, but of public importance.

(Signed) GORDON BROTHERS.

9.—That on the evening of the 16th the plaintiffs received the following letter from defendants :—

Messrs. Gordon Brothers,

In reply to your favour of this date, received this afternoon, we can only say we make allotments of space in our steamers as we think best for the interests of the supporters and the company in general.

While regretting we have so far been unable to give you any tonnage in the *Moyune*, we may mention that (as we have already written) should we be in a position to do so later on, we shall communicate with you at once.

(Signed) ROBERT ANDERSON & Co.,
Agents, C.S.M.S.N. Co.

10.—That on the 17th instant the plaintiffs wrote as follows to the defendants :—

Hankow, 17th May, 1889.

Messrs. ROBERT ANDERSON & Co.,
Hankow.

DEAR SIRS,—In reply to your letter of yesterday's date we beg to inform you that unless we hear from you *to-day* that you are prepared to allot us space in the *Moyune* in like proportion to other applicants, we shall at once enter an action against you in H.B.M.'s Consular Court, in order to test the legality of your action and to bring the matter before the public generally.

(Signed) GORDON BROTHERS.

Which led to the following correspondence :—

Hankow, 17th May, 1889.

Messrs. GORDON BROTHERS,

DEAR SIRS,—We beg to acknowledge receipt of your letter of this date and in reply to same can only draw your attention to what we have already twice written you, viz., that though at the moment we are not in a position to give you any space in the steamship *Moyune*, should we be able to do so later we will communicate with you without delay.

This we now confirm,

(Signed) ROBERT ANDERSON & Co.
Agents C.S.M.S.N. Co., Ld.

Hankow, 17th May, 1889.

Messrs. ROBERT ANDERSON & Co.,
Agents s.s. *Moyune*.

Your letter of to-day's date has just reached us (4 p.m.). We complain of unfair allotment, being in a position to prove that later applicants than ourselves had space given them.

We therefore confirm our letter of to-day and will strictly adhere to the conditions therein contained.

(Signed) GORDON BROTHERS.

11.—That the acts of the defendants in thus boycotting the plaintiffs and depriving them of the right to ship in a steamer the property of a company of common carriers seriously prejudices them in their business and position as commission merchants.

The plaintiffs therefore pray that the defendants may be decreed to pay the plaintiffs the sum of three thousand taels Hankow sycee, within one calendar month, and that the plaintiffs may have such further or other relief as the nature of the case may require.

The defendant to this petition is Patrick McGregor Grant, trading with another and/or others under the style or Firm of Robert Anderson & Co.

Hankow, 17th May, 1889.

(Signed) WILLIAM GRANT GORDON,
trading under the style of Gordon Brothers,
Hankow.

GORDON BROTHERS *v.* ROBERT ANDERSON & Co.

Schedule of claim of damages in above action.

Actual commission and charges on teas not shipped Tls. 1,000
Damage to good name " 2,000

Tls. 3,000

GORDON BROTHERS.

Hankow, 4th June, 1889.

The answer of Patrick McGregor Grant the above-named defendant to the petition of the above-named plaintiff.

In answer to the said petition the said P. M. Grant says as follows :—

1.—The defendant admits that the allegations contained in the first four paragraphs of the petition are substantially correct.

2.—With reference to the 5th and 6th paragraphs of the plaintiff's petition the defendant admits that space was given to certain persons whose applications were received after the plaintiff's application mentioned in the 4th paragraph of the petition was sent in.

3.—The defendant admits the truth of the allegations contained in the 7th, 8th, 9th and 10th paragraphs of the petition.

4.—The defendant denies all the allegations contained in the 11th paragraph of the Petition.

And further in answer to the Petition the defendant says :—

5.—That he, the defendant, never refused to allot to the plaintiff space in the said s.s *Moyune*, but on the contrary did on the 20th May last offer to the plaintiff such space to the extent of 50 tons, but the plaintiff declined to accept the same or any part thereof.

6.—That according to the custom of the port of Hankow it is optional with the owners and agents of steamers loading tea during what is known as the tea season whether they will or will not allot space to any individual applicant and what amount of space (if any) they will allot to any individual applicant.

7.—That the plaintiff when applying for space in the said steamship *Moyune* did not offer to the defendant to pay freight for the cargo he proposed to ship nor has he since made any offer to pay freight.

8.—The defendant as to the whole action has paid into Court Five Taels of Hankow Sycee and says that sum is sufficient to satisfy the plaintiff's claim.

Hankow, 3rd June, 1889.

PATRICK MCGREGOR GRANT,
trading under the style or firm of
ROBERT ANDERSON & Co., Hankow.

JUDGMENT,
(*Delivered 17th June, 1889.*)

This is a case in which the plaintiff, being desirous to ship tea in the steamship *Moyune*, the first steamer leaving Hankow for London in 1889, applied to the defendants for space for 200 tons in that steamer.

The defendant, as agent of the said steamer, gave space to other shippers, leaving the plaintiff's application on one side, to see whether he would have a margin of space to spare and whether it would be to his advantage or not to let the plaintiff have it.

The plaintiff, in the opinion of this court, was quite justified in considering this action as a refusal of space to himself in preference to others. The plaintiff alleges that the action of the defendant in refusing him space in the *Moyune* has cased him (the plaintiff) the loss of one thousand taels, the commission which he would have received on the two hundred tons which he would have shipped.

It appears however from documents produced by the plaintiff himself that he had simply instructions from Europe to buy tea to a certain total value and that though he was told that his constituents preferred the Mutual line, and though they wished to have a few lots in the first steamer, yet they gave him no positive orders to ship by the first or any particular steamer, neither was their order to be curtailed in the event of non-shipment by the first steamer. Furthermore, as will be seen later on, no shipper this year by the *Moyune* got as much space as he applied for. If space had been allotted to plaintiff in the same proportion as it was to other shippers, he would have had, say, 120 tons, so that in any case the commission lost would only be, say, six hundred taels. It would indeed be a hardship to steamer agents, if they were liable to intending shippers for loss of commission, &c., on teas which the shippers might have bought, had they received the full amount of space applied for.

But it appears to this Court that the plaintiff has not been prevented from executing his orders by the defendant's refusal to grant the tonnage applied for in the *Moyune*, especially as by his own admission it is the custom of his firm to make use of the space allotted to other shippers. The plaintiff has, by his own admission, taken advantage of a vacancy for 850 half chests on board the *Moyune* and has filled the space himself.

This Court therefore fails to see how the plaintiff caused the defendant to lose the sum of one thousand taels claimed as commission, or any part of it.

Secondly, the plaintiff claims that the unjustifiable action of the defendant in not allowing him space in the first steamer this year amounts to a "boycott" and is calculated to do him serious damage in his business, and to injure his good name as a merchant, commission agent, and man of business generally, and he claims prospective damages to the extent of two thousand taels. The plaintiff pleads that the *Moyune* is a public ship and that the agents are public carriers bound to convey the goods of any person who offers to pay their hire. The defendant on the other hand pleads ; Firstly, that the plaintiff did not complete the bargain by offering to pay freight. The Court considers this plea irrelevant, as freight is, according to the custom of the tea trade with London, payable on arrival of the steamer in London and that the owners of the ship have a lien on the cargo till the freight is paid.

The defendant further pleads that according to the custom of the port of Hankow, it is optional with the owners and agents of steamers loading tea during the tea season, whether they will or will not allot space to any individual applicant, and what amount if any they will allot to any individual applicant.

Such a custom, no doubt, conflicts with the rule that a common carrier is bound to convey the goods of any person who offers to pay his hire, and this usage to be *binding* must be the invariable certain and general usage of the trade and place, and not the mode of dealing of a particular house.

The evidence before this Court, whether a steamer agent by the universal custom of the port has or has not the right to allot space in a steamer as he thinks fit, is decidedly conflicting. The plaintiff himself alleges on oath that his experience of twenty-five years in Hankow shows that the custom of loading the first steamer of the tea season is to allot space on the principle of first come first served. Mr. William White repeats the same assertion, adding that he has never known any instance of agents allotting space as suited the interests of their company.

Mr. Clark on the other hand would consider it unfair if an agent after circulating a steamer should give away space to others, and so fill up the steamer before he had time to apply. Mr. J. W. Harding's evidence is still more explicit ; he says ; "It is the custom of the port that a man who is a large and consistent supporter of a company should have a preferential right to space. Such is the general and universal custom of the port."

The defendant's evidence and that of Mr. Alexander Stewart are to the same effect and Mr. Schlee states what has been the custom of the Mutual Co., heretofore. Mr. Inglis and Mr. Reynell profess ignorance of the custom of the port.

The Court, after carefully considering the question, has come to the conclusion that the custom of the port is that agents of steamers may allot or refuse space as they think best for their own interests. The Court is led to this conclusion not only by the evidence quoted above, but also by a statement of the defendant on oath, that this year in allotting the cargo space of the *Moyune* he granted some applicants 17 per cent. less than the amount applied for and that these were the best terms he gave, for the other reductions varied to as much as 70 per cent., the average reduction being about 40 per cent. This Court cannot believe that if such proceedings were contrary to the accepted custom of the port, the defendant's firm would not have been called to account by those whose applications were less favourably treated. The Court therefore holds that the defendant was within his rights in the course which he adopted with regard to the shipment of the plaintiff's tea. A good deal of extraneous and irrelevant matter has been imported into the case both by plaintiff and defendant regarding the transactions between the parties in 1888 and the motives at force. The Court is prepared to allow that the action of the plaintiff in cancelling his freight engagement by the *Moyune* was not actuated by malice, the Court being of opinion that it was dictated by the plaintiff's desire to make the best bargain in his power for himself and his constituents. The Court in like manner holds that the refusal of the defendant to grant space in the *Moyune* was not because he wished spitefully and maliciously to revenge himself on the plaintiff, but because he wished to allot space in the *Moyune* in the manner he thought best for the company he represented. Thus it follows that the plaintiff's reason for cancelling his engagement last year and the defendant's reason for refusing space this year are similar.

The Court holds that in refusing cargo space in the *Moyune* this year the defendant has acted within the rights granted him by the invariable custom and usage of the port, and that if the plaintiff's good name has suffered by the action of the defendant, the defendant is in no way responsible.

The Court therefore decrees that the plaintiff shall pay the costs of this cause, which amount to Tls. 75 and $27 for court fees, together with such costs (if any) for legal assistance to the defendant, as her Majesty's Supreme Court in Shanghai may decree.

Signed by C. F. R. ALLEN,
Consul and Judge of Provincial Court.

We assent to the above
S. MARSH,
JAS. REDDIE,
A. GREAVES,
} Assessors.

THE CHINESE OFFICIAL AT HOME.

FROM A CORRESPONDENT.

Some months ago I was permitted to discourse in these colums, from personal experience, on the Chinese official abroad, and I am glad to know on the best authority that the observations which I then made have struck home in more than one quarter. Not that they are likely to have the smallest permanent effect upon the Chinese Government, for if that august body were liable to be affected by newspaper articles it would have been reformed long ago. My only object, I must confess, was to describe accurately, for the benefit of the readers of this journal, what I saw with my own eyes. Whether it was going to have a good or bad effect at Peking or elsewhere did not matter to me a brass farthing, and it is in the same spirit that I now ask permission to say a few words about the Chinese official at home. Of his surroundings, his unkempt followers, his filthy residences, his quaint ways, and his curious method of looking at things, I need say nothing, because they are sufficiently well known already to all your readers. But there are a few matters of what I may call an international character which I desire to put together by way of comparison and contrast.

Let me take, first of all, the question of the presentation of foreign Ministers to the Emperors of China. We know the extreme difficulty with which the Ministers in Peking in 1873 succeeded in obtaining an audience with the unfortunate Tung-che. There would have been no difficulty upon that occasion if they had one and all agreed to perform the derogatory ceremonies which a Chinese Minister performs under similar circumstances. It was not that the monarch was sacred from the gaze of human beings, as was the case with the Japanese Sovereign for some centuries, because he was constantly accessible to his own Ministers. His predecessors had received in audience Europeans in the last century, and in 1873 there would have been no objection to foreign Ministers' presentation to the Emperor if only they would *Kotow*. In fact, at an early stage of the business, Prince Kung agreed to the audience if they would do as he did when presented to his Sovereign, and he ingeniously argued that as, on the showing of the foreign Ministers themselves, he was in as high a position, at least, as they were, and as he could perform these ceremonies without derogating from his dignity, why should not they, who were not his superiors, do the same? Now this contention for the performance of the *Kotow* was made directly in the teeth of the treaties, which provided that the foreign Ministers should not be required to go through any other form or ceremony in the presence of the Emperor of China than they would do in the presence of independent sovereigns elsewhere. No doubt the Chinese Ministers will throw obstacles of every kind in the way of presentation to the present young Emperor, and what I desire to draw special attention to, is that the Ministers who have done this in the past, and in all probability will do it again, would be exceedingly irritated, and would no doubt protest in vigorous and fitting terms, if Queen Victoria, or the Emperor William, or the President of the French Republic, refused to see the Chinese Representative accredited to England, Germany, or France. No man can be so dignified as the Chinese Mandarin when he likes. No one can appeal in such dignified terms to the universal principles of conduct and morals, and no one can disregard all these fine-spun maxims so completely and with so much assurance. It is well known to all who have had to do with Chinese officials in foreign countries that they are never tired of asking for favours from governments and foreign officials. There is nothing which they will hesitate to ask for. The Imperial Commission now in Europe has asked without hesitation to visit arsenals and dockyards and private manufactories and businesses, and to inspect institutions and places where, in many cases, secret processes of manufacture are being carried on, and where subjects of the country themselves would not be permitted to enter. But when a Foreign Minister in Peking, the senior member of a diplomatic corps, the representative of the most powerful country in the world, armed with a permit from a Chinese Minister, appears with Royal visitors, including a lady, at the gate of a temple in Peking, he is not only refused admittance, but he and his party are covered with contumely and insult by a crowd of filthy priests. And a not less strange point is that so little is heard of the outrage. We can all remember, a few years ago at a time of great public excitement in Paris, when the question of peace or war between France and China was trembling in the balance, what an outcry of shame and indignation arose in Europe at an assault by a French mob on one of the Chinese Minister's suite in the French capital. It was made the text for leading articles all over Europe. Deductions unfavourable to the civilization and politeness of the whole French nation were drawn from the incident, and those who were concerned in it were punished by the French tribunals with extreme severity. Insults of this nature are so common in China, and commoner in Peking than anywhere else, that they are scarcely regarded; they are almost every-day incidents in foreign life in China. Whence the distinction? Why should that which, in a French mob, is denounced throughout the civilized world, be passed by in silence as an ordinary occurrence when the perpetrators are a Chinese mob?

It is a matter of common knowledge to all of us in the East that the Chinese are constantly soliciting favours from Foreign Powers of much more important character than anything asked for on the visits abroad of their Imperial Commissioners. How often do they request time to perform this or that plain duty? They are almost invariably begging for something or other with noregard to dignity, much less to fair play. Look at the question of the navigation of the upper Yangtsze. Here is a plain right granted by solemn Treaty to British subjects in 1878. During the negotiation of that Treaty and for ten years subsequently, the Chinese Government had abundant opportunity to contemplate the consequences of the clause which gave British subjects the right to attempt to navigate the river up to Chungking. But when, in 1887 or 1888, a British subject announces his intention to try the voyage, all manner of objections and obstacles are thrown in his way, although he has an absolute treaty right to go if he pleases. And then look at the objections that are made to Mr. Little's enterprise. The people along the river itself might not like the steamer: the population of Chungking might revolt; the monkeys along the river might pelt the steamer with stones; the Immortal Gods never thought of such a thing as a steamer going up the rapids, because otherwise they would not have put the rapids there; and so on, through a miserable and contemptible round of shifts and evasions. One compendious answer to them all is, "You should have thought of this before you made the Treaty." *Tu l'as voulu, George Dandin.* But fancy the Government of an Empire like China, an empire which is supposed to be one of the great Powers of the earth, pleading in the face of the world to a foreign envoy and a foreign subject, that it cannot carry out its solemn treaty engagements because it is afraid of the mob of a single city and of the turbulence of a few hundred or thousand boatmen and trackers. No doubt if the Chinese Government knew that a demand for heavy compensation for this outrageous disregard for their engagements would be made, they would succeed in quieting the men and monkeys of the Upper Yangtsze.

Then reflect on this miserable Chinkiang business. Here is a flourishing European settlement destroyed by a mob of Chinese, apparently urged on by soldiers—whose camp should never have been permitted to remain where it is in spite of the protest of the foreign residents—and its inhabitants, men, women and little children, forced to fly for their lives at a time when the Viceroy of the very province in which the settlement is situated is appealing to the foreign nations for pecuniary help against a famine that is afflicting the country. The Viceroy Tseng has no hesitation whatever in appealing to the foreign residents of Shanghai, and though them to the world at large, of their charity to help the starving Chinese, an appeal which has been nobly answered, and at the very same time a mob of his own people, aided or incited by some of his own officials, are destroying the property of foreigners and forcing them to fly from bodily injury.

These are only some of the extraordinary contrasts between China as she is treated by the West and as she treats the West. She is restrained by no sense of dignity or justice from asking favours of foreign Powers, but when she is asked for the smallest favour herself her officials put on their horn spectacles, carefully examine the Treaty, and say that the request must be refused because there is nothing about it in that document. At present the Chinese are spoiled children. The considerations and the standards which apply to Western countries are not applied to China's failings, although she takes very good care herself that if it is for her advantage to demand their application, then they shall be applied. Her Ministers seek and obtain audience of foreign Sovereigns, and would make the welkin ring with their protests if there was the slightest difference to their disadvantage between their treatment and that of other foreign envoys. At the same time foreign Ministers cannot obtain an audience of the Chinese Emperor. The Chinese demand obtain liberty to wander all over Western countries, to examine arsenals and dockyards and public and private institutions of all descriptions, while at the same time a powerful and respected Foreign Minister is covered with insult at a temple within a mile or two of the Tsung-li Yamên. They insist to the letter on every Treaty right and engagement against the West, and they are perpetually endeavouring to evade the most obvious and elementary of their own duties to the West.

I often wonder how long the present fit is going to last. I strongly suspect that it is merely a temporary rebound from the old principle of strenuously and steadily applying strong pressure, diplomatic and material, on the Chinese Government in order to get them to perform their duties. And I strongly suspect, moreover, that for very many years to come we shall never get the Chinese Government and the Chinese Official hierarchy to perform those duties unless that pressure again becomes a permanent element in our diplomatic relations. From the goodwill, the sense of justice or of dignity of Chinese officials, we have, I fear, little to expect. There are certain prominent exceptions, but they are so few that they are not sufficient to communicate any appreciable leaven to the whole mass.—*Japan Mail.*

THE HANKOW TEA MARKET.

Hankow, June 19th, 1889.

The tea settlements on the 19th June were as follows:—

	English Buyers. ½-Chests.	Russian Buyers. ½-Chests.	Total.
Hankow Tea	4289	465	4,754
Kiukiang Tea,	963	448	1,411
	5,252	913	6,165

Prices paid have been:—

Ningchow	Tls.	13.50	*a* 23.
Oanfas	,,	12.	*a* 11.1
Taoyuen	,,	11.5	*a* 13.9
Changsaokye	,,	16.3	
Tai sa-ping	,,	12.75	
Kokew	,,	10.5	
Wunkai	,,	7.75	
Lyling	,,	6.5	
Shantam	,,	6.	

Shipments to Shanghai, 4,883 ½-chests.

The above list shews how varied is the assortment from which the purchases are being selected but, in truth, without the help of the name of the district on the canister, it would not be easy to class the bulk of the teas on offer at all.

In addition to the above first crop teas, the market for second crop teas was opened to-day by S. J. Speshiloff & Co. by the settlement of two Ningchows at Tls. 23. The quality is generally considered to be inferior to that of last year.—*N. C. Daily News.*

FORMOSA.

(FROM OUR CORRESPONDENT.)

Tamsui, 19th June, 1889.

For the last week we have had some very hot weather and for several days the thermometer went up to 92° in the shade. At this time of the year, after the rainy season finishes and hot weather sets in all of a sudden, there is generally a good deal of sickness prevailing. Last year about this time there was cholera at Banca and Twatutia and much fever at Tamsui, many cases ending fatally; but up to the present the general health of the foreigners and natives is good. For some reason or another, best known by those who have the control in those affairs, Mr. Hopkins, now on the way out from home, will not come to Tamsui as H.B.M.'s Consul, but Mr. G. M. H. Playfair, at present in Taiwanfoo, will relieve Mr. Bourne, our Acting Consul, and he is expected here early next month.

On the 14th, H.B.M.'s despatch vessel *Alacrity*, from Kelung, anchored outside the Bar and sent in a steam-launch with Admiral Sir N. Salmon, who, went from Kelung overland to Taipak. The Admiral, accompanied by our Acting Consul; called on H.E. Liu Ming-chuan, dined with him, and after viewing all the sights at the Governmental city, Taipakfoo, came down here by Messrs. Douglas Lapraik's steamlaunch. As soon as the Admiral and his family were on board the *Alacrity* she left for Kelung, and from there left the next day for Japan.

The steamers *Smith* and *Cass*, after being employed for a few months running from Shanghai to Tientsin and Chefoo, and finding this a losing game, have once more made their appearance here. The *Smith*, I hear, was detained at Shanghai by the agents for several weeks until some outstanding commission money was paid. It is rumoured here that both steamers will soon be entirely officered by Chinese and all Europeans on board will be discharged; and that they will in future only run between Formosa, Foochow, Amoy and Shanghai. The Telegraph steamer *Feecheu* arrived from Foochow on the 11th and left for the Pescadore and Pilam, with some mandarins, on the 17th

Our tea season is in full swing and all steamers leave with very nearly full cargoes. There are three steamers running between here and Amoy —*Formosa, Hailoong*, and *Fokien*, all belonging to Messrs. Douglas, Lapraik & Co.

Work at the railway is progressing satisfactorily and large railway bridge at Twatutia is very near finished. There are four trains daily running to Kelung and back. A second railway station was opened at Sui-teng-ca a few weeks ago; it is about 13 miles distant from Taipak. On the day of the Dragon Festival all the trains were crammed full of passengers.

The *Smith* leaves for Shanghai to-day, the Governor's wife going as passenger by her; also Mr. and Mrs. Bryant and family of the Customs service, who is transferred to Shanghai. The *Cass* leaves for Foochow to-morrow.—*Shanghai Mercury.*

Masonic.

ZETLAND LODGE,
No. 525.

A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, on MONDAY NEXT, the 1st July, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.

Hongkong, 26th June, 1889. [802

Notices of Firms.

NOTICE.

THE business hitherto conducted by the Undersigned as SHARE and GENERAL BROKERS will from the 1st of July next be carried on under the style of ROZA BROTHERS, in which Firm Mr. DANIEL FRANCISCO CAMPOS DA ROZA is admitted a Partner.

J. F. CAMPOS DA ROZA.
M. M. DA ROZA.

Hongkong, 27th June, 1889. [808

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

THE Undersigned will ASSUME CHARGE of the AGENCY of the above Company from the 1st proximo.

By Order of the Board of Directors,
DAVID SASSOON, SONS & Co.

Hongkong, 26th June, 1889. [800

NOTICE.

THE INTEREST and RESPONSIBILITY of B. F. R SCHWARZKOPF in our Firm Ceased on the 1st of May, 1885.

MESSRS FRIEDERICH HEINRICH HOHNKE, FRIEDERICH JOHANN RUDOLPH SCHWARZKOPF, and ANDREAS MATTHIAS VALENTIN SCHONEMAN, have been admitted PARTNERS in our Firm, which now consists of:—

Messrs. JOHN HENRY SMITH,
FRIEDERICH H. HÖHNKE,
FRIEDERICH J. R. SCHWARZKOPF,
and ANDREAS M. V. SCHÖNEMAN.
F. BLACKHEAD & Co.

Hongkong, 24th June, 1889. [792

NOTICE.

H. & J. SAMPSON have commenced business as CIVIL ENGINEERS, ARCHITECTS, SURVEYORS, LAND and ESTATE AGENTS, and GENERAL BROKERS, and respectfully solicit the support of the Hongkong public. Plans, Estimates, Drawings, etc., promptly supplied, and all commissions will receive due attention.

OFFICES—QUEEN'S ROAD CENTRAL,
(Opposite Ice House Street.)

Hongkong, 5th June, 1889 [698

CHINESE IMPERIAL GOVERNMENT SILVER LOAN (B) OF 1884.

SECOND DRAWING.

INTEREST DUE and DRAWN BONDS of the LOAN will be payable at the Offices of the Corporation on and after the 30th inst.

Lists of Drawn Bonds can be obtained on application to the Undersigned.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
Agents issuing the Loan,
G. E. NOBLE,
Chief Manager.

Hongkong, 27th June, 1889. [809

Intimations.

NAGASAKI ROLLER FLOUR MILLS COMPANY, LIMITED.

NOTICE is hereby given that the FIRST ORDINARY GENERAL MEETING of the Company will, under Article 48 of the Articles of Association, be held at the Offices of the General Managers, Messrs. HOLME, RINGER & Co., at Nagasaki, at 3 O'CLOCK in the Afternoon, on FRIDAY, the 5th day of July next.

By Order,
H. U. JEFFRIES,
Agent.

Hongkong, 26th June, 1889. [799

NOTICE.

ON and after the 1st of July, my OFFICES will be at No. 15, PRAYA CENTRAL, lately occupied by the Austro-Hungarian Lloyds S. N. Co.

A. DENISON,
A. M. I. C. E.

Hongkong, 24th June, 1889. [793

WANTED.

A FURNISHED ROOM, with BATH-ROOM.

Apply to
"M.,"
Office of this paper.

Hongkong, 18th June, 1889. [757

TO HEADS OF FIRMS.—

A STEADY, temperate, capable BOOK-KEEPER, now in the employ of a Lancashire firm, desires to come out to Hongkong as BOOK-KEEPER, CLERK, ASSISTANT, or in some similar capacity. Aged twenty-six. Knows his business thoroughly. For particulars as to his ability, &c., apply

"BOOK-KEEPER,"
c/o *Hongkong Telegraph* Office.

Hongkong, 25th June, 1889. [797

CANADIAN PACIFIC STEAMSHIP COMPANY.

WANTED a SURGEON for the Steamship *Port Augusta*, for the voyage from Hongkong to Vancouver, sailing July 18th.

ADAMSON, BELL, & Co.,
Agents.

Hongkong, 21st June, 1889 [776

NOTICE.

THOMAS KERR & Co.

ENGINEERS, BOILER-MAKERS, AND CONTRACTORS,
YAU-MA-TI ENGINEERING WORKS,
Kowloon.

Hongkong, 6th June, 1889. [703

TO THE DEAF.

A 132 page Illustrated Book on Deafness, Noises in the Head, how cured at your homes.

Price 10 Cents: Address Dr. NICHOLSON, 5, Old Court House Street, Calcutta. [707

A. S. WATSON & Co., LIMITED.

THE TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 30th instants, both days inclusive.

T. H. TALBOT,
Secretary.

Hongkong, 4th June, 1889. [695

HONGKONG AND CHINA GAS COMPANY, LIMITED.

THE TRANSFER BOOKS of this Company will be CLOSED from the 15th to the 29th inst., both days inclusive.

F. W. CROSS,
Manager.

Hongkong, 14th June, 1889. [737

BANGKOK DOCK CO. (LTD.)

WANTED immediately, an Experienced ENGINEER as Head Foreman of machine department.

SHIPWRIGHT CARPENTER to take charge of boat building and carpenter work generally, docking of ships, &c.

TIMEKEEPER and CLERK. Steady man with good references.

Applications to be sent to the Undersigned Stating age, experience, salary expected, and enclosing copies of testimonials.

J. MACKAY,
Superintendent.

Bangkok, 6th June, 1889. [759

NOTICE.

I SHALL not be able to move into my New Offices until the end of the month.

ARTHUR B. RODYK,
Victoria Buildings.

Hongkong, 14th June, 1889. [740

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the STATUTORY GENERAL MEETING of the Company required to be held within four months after registration will be held at the Company's Registered Office in Victoria Buildings, No. 5, Queen's Road Central, Victoria, Hongkong, on MONDAY, the 1st July, at 12 O'CLOCK NOON.

A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment & Agency Co., Ld.,
General Agents,
for the West Point Building Co., Ld.

Hongkong, 15th June, 1889. [748

HONGKONG RIFLE ASSOCIATION.

MONTHLY HANDICAP CHALLENGE CUP.

200 AND 500 YARDS.
ENTRANCE FEE 50 CENTS.

THE FOURTH COMPETITION will take place next SATURDAY, the 29th June, at 3.30 P.M. Intending Competitors must enter for same not later than FRIDAY, 28th instant, at 4 P.M., and send me 50 cents with their entry.

A. SHELTON HOOPER,
Hon. Secretary,
c/o Hongkong Club.

Hongkong, 22nd June, 1889. [58

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS

AN INTERIM BONUS of twenty per cent upon contributions for the year 1888 has been declared.

Warrants may be had on application at the Office of the Society on an after 1st May.

By Order of the Board,
N. J. EDE,
Secretary.

Hongkong, 16th April, 1889. [470

Intimations

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that ARTILLERY PRACTICE will take place from Lower Belcher's Battery, between the hours of 4 P.M. and 7 P.M., on the 1st proximo.

The line of fire will be in a North Westerly direction from the Battery.

All Ships, Junks, and other Vessels are cautioned to keep clear of the range.

By Command,
FREDERICK STEWART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 27th June, 1889. [806

CARBOLINEUM AVENARIUS.

AN ANTISEPTIC PAINT for the PRESERVATION of WOOD.

The best and cheapest substitute for Oil-paint and Tar.

Simple in application. Great saving.

NUMEROUS TESTIMONIALS.

Protects all kinds of Wood against Fungus, Insects, and Decay.

Used during the last 12 years with the utmost success.

The most effective preparation against the ravages of White Ants and all other Wood destroying insects, proved by TESTIMONIALS of leading authorities in the Colonies.

Sold in Casks of about 450 lbs. net; Price 8 cents per lb.

For Further Particulars, apply to
SCHEELE & Co.,
Sole Agents,
No. 2, Stanley Street.

Hongkong, 13th June, 1889. [731

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

TO-MORROW,

the 29th June, 1889, at 2.30 P.M., at No. 3, Albany, the residence of H. J. HOLMES, Esq.

THE WHOLE OF HIS
ELEGANT HOUSEHOLD FURNITURE,
Comprising:—

CRETONE COVERED DRAWING ROOM SUITE, BLACKWOOD and MARBLE-TOP TABLES, MIRRORS, BRASS FENDERS & FIRE IRONS, WHITE LACE CURTAINS & POLES, CARPETS, RUGS, ORNAMENTS, EXTENSION DINING TABLE and MAHOGANY DINING CHAIRS, VIENNA CHAIRS, SIDEBOARD, TABLE DECORATION, BREAKFAST & DINNER SETS, PLATED-WARE, TABLE GLASSWARE, CUTLERY, ENGRAVINGS, &c., &c.

Also,
One GRAND PIANO by COLLARD & Co.
And
One COTTAGE PIANO.

VERANDAH and BATHROOM FURNITURE, &c., &c.

The above will be on view on FRIDAY afternoon, and Catalogues will be issued previous to the Sale.

TERMS OF SALE.—Cash on delivery, in Banknotes.

F. RAPP,
Auctioneer.

Hongkong, 24th June, 1889. [791

GOVERNMENT NOTIFICATION,
No. 287.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY,

the 1st day of July, 1889, at 5 P.M., are published for general information.

By Command,
FREDERICK STEWART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 22nd June, 1889 [787

Particulars of the letting by Public Auction Sale, to be held on MONDAY, the 1st day of July, 1889, at 5 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.				Contents in	Annual Upset Rent.	Price.
							Square ft.	$	$
1	Rural Building Lot No. 72	Mt. Kellett Road below Government Pavilion	N.	feet.	429		52,480	192	5,250
			S.	feet.	400				
			E.	feet.	128				
			W.	feet.	141				

PARTICULARS OF THE LOT.

PUBLIC AUCTION.

THE SALE, BY PUBLIC AUCTION OF VALUABLE MACHINERY, PLANT, &c., &c., &c.

at the Machine Shop, lately in the occupation of Messrs. J. W. CROKER & Co., Bowrington, will take place

SOME DAY IN JULY NEXT.

For further particulars, apply to
G. R. LAMMERT,
Auctioneer.

Hongkong, 27th June, 1889. [807

Insurances.

FIRE INSURANCE.

FURTHER REDUCTION IN RATES.

THE ROYAL INSURANCE COMPANY now accepts Godowns and other First Class Risks at ½ per annum.

The total Accumulated Funds of the Company exceed £6,000,000 sterling.

Apply to
MELCHERS & Co.,
Agents.

Hongkong, 22nd June, 1889. [782

THE FUNDS
OF THE
STANDARD LIFE OFFICE

ARE invested entirely within the British Dominions and are thus free from the complications which might arise in time of war. They now amount to Six and three-quarter Millions Sterling, and are increasing yearly. A marked preference continues to be shown for STANDARD POLICIES, and every year since 1865, New Assurances for upwards of £1,000,000 Sums Assured have been placed on the books—a result continued uninterruptedly for so long a period by no other British Office.

THE BORNEO COMPANY, LIMITED,
669—1] Agents, Hongkong.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL TAELS 600,000, EQUAL TO } $833,333.33
RESERVE FUND $318,000.00.

BOARD OF DIRECTORS.

LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1885. [858

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED.....$1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [152

To be Let.

TO LET.

HOUSE No. 1, "CAMERON VILLAS," Peak East. One spacious five-roomed House at Mount Kellet Peak, Gas laid on.

HOUSE No. 1, "BELILIOS TERRACE."

Also NEW HOUSES on same terrace, expected to be ready by 1st August.

Apply to
BELILIOS & Co.

Hongkong, 28th June, 1889. [798

TO LET.
With Possession from the 1st June.

A ROOMY HOUSE in CARLTON TERRACE, Queen's Road East.

Apply to
G. R. LAMMERT.

Hongkong, 14th May, 1889. [593

TO LET.

ROOMS in "COLLEGE CHAMBERS."

No. 4, SEYMOUR TERRACE,
From 1st June.
No. 9, SEYMOUR TERRACE.
Apply to
DAVID SASSOON, SONS & Co.

Hongkong, 1st June, 1889. [13

TO LET,
With Immediate Possession.

CORNER HOUSE, No. 145, WANCHAI ROAD. Water and Gas laid on. Rent moderate.

Apply to
M. J. MOSES,
9, Queen's Road.

Hongkong, 21st June, 1889. [775

TO LET.

NO. 51, PEEL STREET.
Apply to
EDWARD GEORGE,
5, Queen's Road.

Hongkong, 16th April, 1889. [474

TO LET,
WITH IMMEDIATE POSSESSION.

NO. 4, QUEEN'S GARDENS, Rent $90 and Taxes.

Apply to
G. C. ANDERSON,
13, Praya Central.

Hongkong, 4th June, 1889. [129

TO LET.

AT Bonham Road, "RHEDA," a SIX ROOMED BUNGALOW with Tennis Court.

Possession from the 1st July, 1889.

J. M. BASA,
No. 7, Remedios Terrace.

Hongkong, 17th June, 1889. [752

NOTICE.

OFFICES in VICTORIA BUILDINGS TO BE LET with immediate possession.

Apply to
ARTHUR B. RODYK.

Hongkong, 3rd June, 1889. [686

TO LET,
from 1st July next.

WESTBOURNE VILLAS, North. Water and Gas laid on. Garden & Tennis-court.

Apply to
O. BACHRACH.

Hongkong, 3rd June, 1889. [687

TO LET,

Possession from the 15th July, 1889.

THE First Floor of HOUSE No. 2, Blue Buildings.

Apply to
HOLLIDAY, WISE & Co.

Hongkong, 15th June, 1889. [752

Commercial.

TO-DAY.

THE SHARE MARKET.

5 o'clock.

The monthly settlements have attracted a good deal of attention to-day, but a fair amount of transfers have nevertheless been arranged. Land Investments have been in strong request, and at 134 for cash, 141 for August, and 142 for September a big business has been done, the stock closing very firm. Punjoms have been dealt in at 33 and there are further buyers. Other quotations speak for themselves.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—184 per cent. premium, sellers.
Union Insurance Society of Canton—$100 per share, sellers.
China Traders' Insurance Company—$80 per share, buyers.
North China Insurance—Tls. 330 per share, buyers.
Canton Insurance Company, Limited—$132½ per share, sellers.
Yangtsze Insurance Association—Tls. 100 per share.
Chinese Insurance Company—$160 per share, sellers.
On Tai Insurance Company, Limited—Tls. 150, per share.
Hongkong Fire Insurance Company—$380 per share, sales.
China Fire Insurance Company—$86 per share, buyers.
Hongkong and Whampoa Dock Company—85 per cent. premium, sellers.
Hongkong, Canton, and Macao Steamboat Co.—$270 per share, sellers.
China and Manila Steam Ship Company—140 per share, sellers.
Hongkong Gas Company—$135 per share, sellers.
Hongkong Hotel Company—$240 per share, buyers.
Hongkong Hotel Co.'s Six per-cent. Debentures—$501.
Indo-China Steam Navigation Company, Limited—4 per cent. prem., buyers.
Douglas Steamship Company—$83 per share, sellers.
China Sugar Refining Company, Limited—$293 per share, buyers.
Luzon Sugar Refining Company, Limited—$122 per share, sellers.
Hongkong Ice Company—$125 per share, sellers.
Hongkong and China Bakery Company, Limited—$80 per share.
Hongkong Dairy Farm Co., Limited—$14 per share, buyers.
A. S. Watson & Co., Limited—150 per cent. premium, sellers.
Chinese Imperial Loan of 1884 B—2½ per cent. premium, sellers.
Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.
Chinese Imperial Loan of 1886 E—11 per cent. premium.
Hongkong Rope Manufacturing Company, Limited—$160 per share, sellers.
The Hongkong Steam Laundry Co., Ld.—$25 per share, nominal.
Punjom and Sunghie Dua Samantan Mining Co.—$33 per share, ex New Issue, sales and buyers.
Hongkong and Kowloon Wharf and Godown Company—$190 per share, sellers.
Tonquin Coal Mining Co.—$625 per share.
The Hongkong High-Level Tramway Co., Limited—nominal.
The East Borneo Planting Co., Limited—$53 per share, sellers.
The Songei Koyah Planting Co., Ld.—$49 per share, buyers.
Cruickshank & Co., Ld.—$40 per share, nom.
The Steam Launch Co., Limited—nominal.
The Austin Arms Hotel and Building Co., Ltd.—par.
The China-Borneo Co., Ld.—$48 per share, buyers.
The Hongkong Brick and Cement Co., Ld.—$21½ per share, sellers.
The Green Island Cement Co. (Old issue)—$50 per share, buyers.
The Green Island Cement Co. (New issue)—$14 per share, buyers.
The Hongkong Land Investment Co., Ld.—$134 per share, sales and buyers.
The Hongkong Electric Light Co., Ld.—$6 per share, sellers.
Geo. Fenwick & Co., Limited—$35 per share, sellers.
The West Point Buildings Co., Ld.—$50 per share, sellers.
The Peak Hotel and Trading Co., Ld.—$25 per share, buyers.
The Labuk Planting Co., Ld.—$16 per share, sellers.
The Jelebu Mining and Trading Co., Ld.—$6½ per share, sellers.

EXCHANGE.

ON LONDON.—Bank, T. T. 3/0½
Bank Bills, on demand 3/0½
Bank Bills, at 30 days' sight 3/0⅝
Bank Bills, at 4 months' sight...3/1⅛
Credits at 4 months' sight 3/1⅛
Documentary Bills, at 4 months' sight 3/1⅛
ON PARIS.—
Bank Bills, on demand.....3.84
Credits, at 4 months' sight 3.92
ON INDIA, T. T.....226½
On Demand.....227
ON SHANGHAI.—
Bank, T. T.....72⅛
Private, 30 days' sight 73

OPIUM MARKET.—THIS DAY.

OLD MALWA, per picul$600
(Allowance, Taels 80).
NEW PATNA, (without choice) per chest ...$517½
NEW PATNA, (first choice) per chest$520
NEW PATNA, (bottom) per chest.....$527½
NEW PATNA, (second choice) per chest...$575
NEW BENARES, (without choice) per chest $502½
NEW BENARES, (bottom) per chest.....$510
NEW PERSIAN (best quality) per picul.$550
OLD PERSIAN (best quality) per picul.....$500
OLD PERSIAN (second quality) per picul...$475

CHINA COAST METEOROLOGICAL REGISTER.

27th June, 1889.—At 4 p.m.

STATION.	Barometer red. to sea level & 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain fall in 24 hours.
Wladivostock	29.77	56	...	SE	1	0	...
Tokio	29.80	...	...	S	2	...	...
Nagasaki	29.87	...	...	WSW	3	...	...
Shanghai	29.81	78	93	SSE	3	0	...
Amoy	29.85	90	70	S	2	b	...
Hongkong	29.82	81	72	S	3	0 f	...
Haiphong	29.80	81	78	SE	2	0	...
Tolitao	29.91	88	73	SE	3	b	2.04
Manila	...	...	...	...	...	...	...

28th June, 1889.—At 10 a.m.

STATION.	Barometer red. to sea level & 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain fall in 24 hours.
Wladivostock	29.86	57	100	SE	1	f	...
Tokio	...	...	...	...	...	...	...
Nagasaki		...	...	SW	4	...	...
Shanghai	29.77	80	91	SW	1	0	...
Amoy	29.73	84	70	S	2	b	...
Hongkong	29.90	86	69	S	1	c	...
Haiphong	29.90	...	...	...	...	...	...
Bolinao		...	...	...	...	...	...
Manilla		...	...	...	...	...	...

1.—Barometer reduced to level of the sea in inches, tenths and hundredths. 2.—Temperature in the shade in degrees, Fahrenheit. 3.—Humidity in percentage of saturation, the humidity of air saturated with moisture being 100. 4.—Direction of the wind to two points. 5.—Force of the wind according to Beaufort scale. 6.—State of the weather, b Blue sky, c Detached clouds, d Drizzling rain, f Fog, g Gloomy, h Hail, l Lightning, o Overcast, p Passing showers, q Squally, r Rain, s Snow, t Thunder, v Visibility, w Dew or sl. 7.—Rain in inches, tenths and hundredths.

W. DOBERCK.
Hongkong Observatory, 28th June, 1889.

HONGKONG TEMPERATURE.

(From Messrs. Geo. Falconer & Co.'s Register.)

To-day.

Barometer—9 a.m. 29.93
Barometer—1 p.m. 29.90
Barometer—4 p.m. 29.84
Thermometer—9 a.m. 84
Thermometer—1 p.m. 88
Thermometer—4 p.m. 88
Thermometer—9 a.m. (Wet bulb) 83
Thermometer—1 p.m. (Wet bulb) 84
Thermometer—4 p.m. (Wet bulb) 86
Thermometer—Maximum 89
Thermometer—Minimum (over night) 81

MAILS EXPECTED.

THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer *Yangtsé*, with the French mail of 1st instant, left Singapore on the 27th at 5 p.m., and may be expected here on or about the 4th proximo.

THE AMERICAN MAILS.

The P. M. S. S. Co.'s steamer *City of Peking*, with mails, &c., from San Francisco to the 3rd instant, *via* Honolulu, left Yokohama for this port on the 28th at daylight, and may be expected here on or about the 3rd proximo.

The O. & O. S. S. Co.'s steamer *Arabic*, with mails, &c., from San Francisco to the 11th instant, has arrived at Yokohama, leaves for this port to-morrow, and may be expected here on or about the 5th proximo.

STEAMERS EXPECTED.

The D. D. R. steamer *Iphigenia*, from Hamburg, left Singapore at 5 p.m. on the 25th inst. for this port, and is due here on the 1st proximo.

The 'Union' line steamer *Galley of Lorne*, from Hamburg, left Singapore for this port on the 25th instant, and may be expected to arrive on the 1st proximo.

The Ocean Steamship Co.'s steamer *Glaucus*, from Liverpool, left Singapore for this port on the 26th instant, and is due here on the 2nd proximo.

The P. & O. S. N Co.'s extra steamer *Venetia* left Bombay for here on the 18th instant at 2 a.m.

The P. & O. S. N. Co.'s extra steamer *Thibet*, left Bombay for here on the 25th instant at 9 a.m.

Shipping.

ARRIVALS.

PECHILI, British steamer, 801, Freeman, 28th June,—Whampoa 28th June, General.—Jardine, Matheson & Co.
COROMANDEL, British steamer, 2,383, J. Reeves, 28th June,—Shanghai 25th June, Mails and General.—P. & O. S. N. Co.
DEUTEROS, German steamer, 1,200, L. Iwersen, 28th June,—Honcohe Bay 25th June, Salt.—Siemssen & Co.
CHARGER, American ship, 1,379, D. S. Goodellyn, 28th June,—San Diego, Cal., 18th April, Ballast.—Russell & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Ashington, British steamer, for Cebu.
Escort, American bark, for Rajang.
Tetartos, German steamer, for Singapore.

DEPARTURES.

June 28, *Fushun*, Chinese str., for Whampoa.
June 28, *Activ*, Danish steamer, for Hoihow.
June 28, *Ashington*, British steamer, for Cebu.
June 28, *Dardanus*, British steamer, for Amoy.
June 28, *Tetartos*, German str., for Singapore.

PASSENGERS—ARRIVED.

Per *Coromandel*, str., from Shanghai.—Mr. Wang and native servant, Mr. Pao and native servant, Mr. Getley, 10 Chinese and 5 Japanese.

TO DEPART.

Per *Coromandel*, str., from Hongkong for Bombay.—Messrs. A. T. Alimahomed and F. Hulton. From Yokohama for Singapore.—Miss Darling. For Penang.—Captain Steele. For London.—Mrs. F. Townley and child.

REPORTS.

The German steamship *Deuteros* reports that she left Honcohe Bay on the 25th instant. Had fine weather during the passage.

Post Office.

A MAIL WILL CLOSE

For Europe, &c., India *via* Bombay.—Per *Coromandel*, to-morrow, the 29th instant, at 11.00 A.M.

For Melbourne and Sydney.—Per *Chingtu*, to-morrow, the 29th instant, at 3.30 P.M.

For Swatow and Tientsin.—Per *Pechili*, to-morrow, the 29th instant, at 3.30 P.M.

For Shanghai.—Per *Peking*, to-morrow, the 29th instant, at 3.30 P.M.

For Saigon.—Per *Cicero*, to-morrow, the 29th instant, at 4.30 P.M.

For Amoy, Kobe, Yokohama, and San Francisco.—Per *Belgic*, to-morrow, the 29th instant, at 5.00 P.M.

For Swatow, Amoy, & Foochow.—Per *Haitan*, to-morrow, the 29th instant, at 5.00 P.M.

SHIPPING IN HONGKONG.

STEAMERS.

ALMORA, British steamer, 1,719, A. Hay, 24th June,—Singapore 18th June, General.—Jardine, Matheson & Co.
AMIGO, German steamer, 771, F. A. Bruhn, 27th June,—Saigon 23rd June, Rice and General.—Wieler & Co.
ANCONA, British steamer, 1,888, W. D. Mudie, 26th June,—Yokohama 17th June, Mails and General.—P. & O. S. N. Co.
ARIADNE, Dutch steamer, 889, Nieland, 27th June,—Tjilatjap 13th June, Sugar.—Siemssen & Co.
BATAVIA, British steamer, 2,548, J. C. Williamson, 25th June,—Vancouver 31st May, and Yokohama 19th June, Mails and General.—Adamson, Bell & Co.
BELGIC, British steamer, 4,211, Walker, 17th June,—San Francisco 25th May, and Yokohama 12th June, Mails and General.—O. & O. S. S. Co.
BORMIDA, Italian steamer, E. Demare, 26th June,—Bombay 7th June, and Singapore 20th, General.—Carlowitz & Co.
CARISBROOKE, British steamer, 973, R. Cass, 22nd June,—Saigon 18th June, Rice and Paddy.—Morris & Ray.
CHINA, German steamer, 648, J. Moller, 26th June,—Singapore [illegible] June, General.—Melchers & Co.
CHINGTU, British steamer, 1,459, A. Hunt, 10th June,—Melbourne 10th May, and Port Darwin 1st June, General.—Butterfield & Swire.
CICERO, British steamer, 1,060, A. B. George, 25th June,—Nagasaki 20th June, Coal.—Arnhold, Karberg & Co.
FAME, British steamer, 117, A. Stopani.—Hongkong and Whampoa Dock Co.
HAITAN, British steamer, 1,183, T. G. Pocock 26th June,—Foochow 23rd June, Amoy 24th, and Swatow 25th, General.—D. Lapraik & Co.
JAPAN, British steamer, 1,865, Geo. B. Pallett, 27th June,—Calcutta 12th June, Penang 19th, and Singapore 21st, 1,005 chests Opium, 401 bales Cotton, 1,539 bales Gunnies, 1,127 bags Saltpetre, and 4,200 packages Sundries.—D. Sassoon, Sons & Co.
KASHGAR, British steamer, 1,555, Gudd, 22nd June,—Yokohama 11th June, Coal and General.—P. & O. S. N. Co.
PATROCLUS, British steamer, 1,386, J. Pulford, 23rd June,—Amoy 22nd June, Coal.—Butterfield & Swire.
PEKING, German steamer, 954, G. Heuermann, 27th June,—Whampoa 27th June, General.—Siemssen & Co.
PEMPTOS, German steamer, 1,541, U. Johannsen, 21st June,—Cardiff 11th May, Coals.—Ed. Schellhass & Co.
PHRA CHOM KLAO, British steamer, 1,011, W. H. Watton, 16th June,—Bangkok 8th June, General.—Yuen Fat Hong.
PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.
PORT AUGUSTA, British steamer, 1,856, H. E. Draper, 11th June,—Saigon 8th June, Rice and Paddy.—Adamson, Bell & Co.
STORE NORDISKE, Danish steamer, 596, E. Suenson, 22nd June,—Shanghai 17th June.—G. N. Telegraph Co.
TARTAR, British steamer, 1,569, D. S. Bailey, 25th June,—Kobe 18th June, Coal.—Adamson, Bell & Co.
TIVERTON, British steamer, 1,743, R. Whitehead, 15th June,—put back.—Adamson, Bell & Co.
WHAMPOA, British steamer, 1,106, Linton Hughes, 12th June,—Kobe, *via* Nagasaki 7th June, General.—Butterfield & Swire.

SAILING VESSELS.

AGENOR, American ship, 1,414, John H. Frost, 25th May,—New York 28th Dec., Kerosene Oil.—Pustau & Co.
ALEXANDER YEATS, British ship, 1,298, J. W. Dunham, 2nd June,—New York 4th Dec., Petroleum.—Order.
ARON, Norwegian bark, 634, Christensen, 17th May,—Rajang 1st May, Timber.—Chinese.
AUSTRALIA, British bark, 909, Wm. Harris, 11th June,—Manila 31st May, Ballast.—Melchers & Co.
CAMELOT, British bark, 370, Murphy, 1st June,—Freemantle, W.A., 2nd March, Sandalwood.—Jardine, Matheson & Co.
CONQUEROR, American ship, 1,540, A. D. Lothrop, 17th June,—Anjer 1st June, Ballast.—Pustau & Co.
CONSTANCE, British ship, 1,592, P. R. Tingley, 7th June,—New York 28th Feb., Kerosene Oil.—Pustau & Co.
C. C. CHAPMAN, American ship, 1,570, A. J. Hichborn, 18th June,—New York 24th Feb., Petroleum.—Russell & Co.
DOROTHEA, German bark, 620, H. Th. Moeller, 2nd May,—Hamburg 1st Dec., General.—Siemssen & Co.
EBENEZER, British barkentine, 317, James Mihn, 16th June,—Albany 2nd May, Sandalwood.—Gilman & Co.
ERLKOENIG, Chinese bark, 457, Opium Examination hulk, Stonecutters' Island.—Chinese Customs.
ESCORT, American bark, 636, Waterhouse, 7th June,—Singapore 15th May, Timber.—Gonsalves & Co.
GEO. V. JORDAN, American schooner, 662, E. V. Lyman, 29th May,—Haiphong 19th, May Ballast.—Order.
GREAT ADMIRAL, American ship, 1,497, James F. Rowell, 20th April,—San Francisco 1st March, Flour.—Russell & Co.
HALLGERDA, British ship, 1,088, Hayden, 21st May,—New York 28th Dec., Kerosene Oil.—Siemssen & Co.
ITON, French bark, 564, F. Reynier, 7th June,—Honolulu 20th April, General.—Melchers & Co.
JOSEPHUS, American ship, 1,470, T. M. Rogers, 13th June,—Newcastle, N.S.W., 16th April, Coals.—Butterfield & Swire.
LAUGHING WAVE, British brig, 161, Alfred Rickers, 2nd June,—Freemantle, W.A., 1st April, Sandalwood.—Siemssen & Co.
MABEL TAYER, British ship, 1,298, C. E. Dusha, 2nd June,—Cardiff 6th December, Coal.—Melchers & Co.
MARTHA, British bark, 852, Cooke, 5th May,—Singapore 4th March, Timber.—Ed. Schellhass & Co.
MARTHA DAVIS, American bark, 832, Pendleton, 13th June,—Tjilatjap 28th April, Ballast.—Russell & Co.
NARWHAL, British ship, 1,327, Weston, 4th June,—Kobe 12th May, Coal.—Adamson, Bell & Co.
PAPA, German bark, 748, C. L. Henne, 29th April,—Hamburg 12th Dec., General.—Carlowitz & Co.
RICHARD PARSONS, American bark, 1,116, W. F. Thorndike, 7th June,—Newcastle 17th April, Coal.—Wieler & Co.
SATSUMA, British bark, 364, A. G. Swenson, 12th June,—Newchwang 15th May, Beans.—Ed. Schellhass & Co.
SIR WM. WALLACE, British bark, 968, T. R. Brown, 2nd June,—Singapore 10th May, Timber.—Kwong Mow Tye.
SPINAWAY, British bark, 325, J. Garrick, 2nd June,—Champion Bay 4th April, Sandalwood.—Siemssen & Co.
SOUTHERN CROSS, American ship, 1,087, J. A. Bailey, 13th May,—Newcastle, N.S.W., 16th March, Coal.—Gas Company.
TITAN, American ship, 1,282, Allyn, 13th April,—New York 16th Nov., Oil.—Russell & Co.
VELOCITY, British bark, 490, R. Martin, 20th May,—Honolulu 28th March, General.—Pustau & Co.

Intimations.

KOWLOON HOTEL.

J. C. L. ROUCH.....MANAGER.

WINE and SPIRITS of the best quality. ENGLISH & AMERICAN BILLIARD TABLES, BOWLING ALLEYS, TENNIS LAWN.
Hongkong, 21st January, 1889. [114

TO BE SOLD.

THAT Excellent and Convenient RESIDENCE, containing 8 ROOMS and OUTBUILDINGS and known as "SIN E-KEE," situated at KULANGSOO, AMOY.
For Particulars, apply to
J. F. BROADBENT.
Amoy, 13th June, 1889. [756

HONGKONG—STEAMERS.
Continued.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Galley of Lorne	Hamburg	July 1st	Russell & Co.
Iphigenia	Hamburg	July 1st	Siemssen & Co.
Glaucus	Liverpool	July 2nd	Butterfield & Swire
City of Peking	San Francisco	July 3rd	Pacific Mail S. S. Co.
Yangtsé	Marseilles	July 4th	Messageries Maritimes.
Venetia	Bombay	July 5th	P. & O. S. N. Co.
Arabic	San Francisco	July 5th	O. & O. S. S. Co.
Thibet	Bombay	July 12th	P. & O. S. N. Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Coromandel	P. & O. S. N. Co.	To-morrow, at noon.
London, via Suez Canal	Ulysses	Butterfield & Swire	July 2nd.
London, via Manila	Pembrokeshire	Adamson, Bell & Co.	To-day.
Marseilles, via Saigon, &c.	Melbourne	Messageries Maritimes.	July 4th, at noon.
Bremen, via Ports of Call.	Sachsen	Melchers & Co.	July 3rd, at 4 p.m.
Havre, Hamburg, &c.	Polyhymnia	Siemssen & Co.	July 4th, at 10 a.m.
Genoa, via Bombay, &c.	Bormida	Carlowitz & Co.	July 4th, at noon.
San Francisco, via Y'hama	City of Peking	Pacific Mail S. S. Co.	July 9th, at 1 p.m.
San Francisco, via A., &c.	Belgic	O. & O. S. S. Co.	June 30th, daylight.
Vancouver, B.C., via K., &c.	Batavia	Adamson, Bell & Co.	July 4th, at noon.
Melbourne and Sydney	Chingtu	Butterfield & Swire	To-morrow, at 4 p.m.
New Zealand Ports	Whampoa	Butterfield & Swire	Quick despatch.
Calcutta, via Straits	Japan	D. Sassoon, Sons & Co.	July 2nd, at noon.
Straits and Bombay	Kashgar	P. & O. S. N. Co.	July 1st, at noon.
Yokohama, via Nag., &c.	Ancona	P. & O. S. N. Co.	About July 2nd, noon.
Tientsin, via Swatow	Pechili	Jardine, Matheson & Co.	To-morrow, at 4 p.m.
Shanghai, Kobe, &c.	Yangtsé	Messageries Maritimes.	About July 4th.
Shanghai, via Amoy	Glaucus	Butterfield & Swire	July 4th.
Shanghai	Peking	Siemssen & Co.	To-morrow, at 4 p.m.

Intimations.

W. POWELL & CO.

EX S.S. "GLENAVON."

LATEST NOVELTIES IN

LADIES' and CHILDREN'S STRAW HATS.
LADIES' RAIN COATS. BOX COSTUMES.
"EN TOUT CAS" PARASOLS, &c., &c.

W. POWELL & CO.

Victoria Exchange, Hongkong, 24th June, 1889. [6

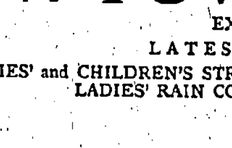
INTIMATION.

F. Blackhead & Co.,

SHIP-CHANDLERS, SAIL-MAKERS,
AND
PROVISION MERCHANTS, NAVY CONTRACTORS,
AND
GENERAL COMMISSION AGENTS
No. 11, Praya Central,
(Opposite Pedder's Wharf).

SOLE AGENTS for RAHTJEN'S GENUINE COMPOSITION FOR THE BOTTOMS OF IRON SHIPS

CARBOLINEUM AVENARIUS
PRESERVATIVE AGAINST
ROTTING, DECAY, &c., of WOOD.



SAPOLIO.
ENOCH MORGAN'S SON'S
SAPOLIO
FOR GENERAL CLEANING PURPOSES.

CHR. MOTZ & Co., BORDEAUX CLARETS.

MAX HAASEN'S FRANKFURT on M. CONSERVED MEATS, VEGETABLES and FRUIT.
CEMENT from the celebrated Factory of Hemmoor.
SWEDISH TAR and OREGON PINE LUMBER.

FLENSBURG STOCKBEER.
ENGINEERS' AND BLACKSMITHS' MACHINERY AND TOOLS.
EVERY KIND OF SHIP'S STORES AND REQUISITES *ALWAYS IN STOCK* AT
REASONABLE PRICES.

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COALS
SUPPLIED AT THE SHORTEST NOTICE
Hongkong, 26 h June, 1889. [82

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(Dose for Adults 15 to 35 grains troy).

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING-COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had at every reputed Chemist and Druggist. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature "Dr. KNORR" in red letters.

Supplies constantly on hand at JUSTUS LEMBKE & Co., Hongkong and Shanghai—Sole Agents for China. Beware of spurious imitations!
Hongkong 29th May, 1889. [330

FOR SALE.

AT WHOLESALE PRICES.

SACCONES' SHERRY; PORT, CLARET, HOCK, BRANDIES, WHISKIES. MACHINERY, GAS ENGINES, SINGER'S SEWING MACHINES. SCALES. PAINTS, OILS and VARNISH, BICYCLES and TRICYCLES. SODA WATER MACHINERY. JEYE'S SANITARY COMPOUNDS.
Apply to
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 19th June, 1888. [763

NOTICE.

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JEYE'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices, Extra Special terms for Shipping and large Orders.
Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board London, says
"It is the best Disinfectant in use."
W. G. HUMPHREYS & Co.,
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Hongkong, 19th June, 1888. [12

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$8 PRICE THREE DOLLARS EACH $8
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Opposite Marine House.
Hongkong, 29th August, 1888. [813

G. FALCONER & CO.,
WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS and BOOKS.
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OREGON PINE SPARS and LUMBER Always on Hand.
L. MALLORY.
Hongkong, 24th June, 1881. [783

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WORKS:
BOWRINGTON, EAST POINT.
OFFICE:
CORNER OF PEDDER STREET AND PRAYA.
STEAM LAUNCH COMPANY, LIMITED.
Hongkong, 1st May, 1879 [49

Intimations.

JOHN W. KINGHORN,
CONSULTING MARINE ENGINEER & SURVEYOR,
13, Praya Central.

ESTIMATES and Prices for all kinds of STEAMERS and MACHINERY—Supplied on application.
Machinery inspected and supervised.
Hongkong, 4th June, 1889. [694

NOTICE TO THE PUBLIC.

DURING the Paris Universal Exhibition of 1889, files of the "HONGKONG TELEGRAPH" will be kept at the Office of our correspondents, Messrs. AMADEE PRINCE & Co., 36, Rue Lafayette, and also at the Pavilion of the Republic of Guatemala in the Exhibition, which may be consulted at any time by visitors from the Far East.
Subscribers to this Journal may have their letters, papers, etc., addressed to the care of Messrs. AMADEE PRINCE & Co., whose services will be placed at the disposal of all inquirers.
Hongkong, 11th March, 1889. [318

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL.....$5,000,000.
PAID UP CAPITAL 2,500,000.
RESERVE FUND 1,250,000.

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Full particulars can be obtained at the Company's Offices, No. 5, Queen's Road Central.
A. SHELTON HOOPER,
Secretary.
Victoria Buildings,
Hongkong, 3rd May, 1889 [532

NOTICE.

THE HONGKONG HOTEL ROTISSERIE.

THE Alterations and Decorations to the above favorite Resort being completed, it is again open to the Public.
TERMS CASH.
C. M. ROBERTS,
Manager.
Hongkong, 11th June, 1889. [721

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

TIME TABLE.

WEEK DAYS.
8 to 10 A.M. every quarter of an hour.
12 to 2 P.M. every half hour.
4 to 8 P.M. every quarter of an hour.
THURSDAYS.
NIGHT TRAMS at 10.30 and 11 P.M.
SUNDAYS.
10.40 A.M., 12 to 1.30 P.M. every quarter of an hour.
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Special Cars may be obtained on application to the Superintendent.
Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office.
MACEWEN, FRICKEL & Co.,
General Managers.
Hongkong, 1st May, 1889. [519

NOTICE.

PRIVATE BOARD and RESIDENCE at Mrs. BOHM'S, Queen's Road East, No. 135. Good accommodation for Families and single parties. Moderate charges.

P. BOHM.

GENERAL Employment and Intelligence Office, Queen's Road East, No. 135. Information given of Situations offered and of suitable applicants for Situations.
WANTED A 10—20 roomed house in a central position. Offers to be sent to above Office.
Hongkong, 17th April, 1889. [352

CANTON.
THE NEW ORIENTAL HOTEL,
(FORMERLY THE CANTON HOTEL),
Opposite the Steamboat Company's Wharf.

THIS HOTEL, which has been partially rebuilt and thoroughly renovated, and now offers the best accommodation for tourists and visitors to Canton, will be re-opened on the 20th instant.
A first class table kept, with WINES, SPIRITS, etc., of the best quality only, and the charges are extremely moderate.
A WELL FURNISHED BILLIARD ROOM.
A. F. DO ROZARIO,
Manager.
Canton, 11th June, 1889. [723

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OF PURE COD LIVER OIL
With Hypophosphites of Lime & Soda.
PALATABLE AS MILK.

The only preparation of COD LIVER OIL that can be taken readily and tolerated for a long time.
AS A REMEDY FOR CONSUMPTION, BRONCHITIS, SCROFULOUS AFFECTIONS, ANÆMIA, GENERAL DEBILITY, COUGHS AND THROAT AFFECTIONS, AND ALL WASTING DISORDERS OF CHILDREN OR ADULTS it is marvellous in its results.
Prescribed and endorsed by the best Physicians.
SOLD BY ALL CHEMISTS 1/- 2/- 5/-
Agents for China and Hongkong:
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Hongkong, 20th December, 1888.

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